Adventure Science, Travel and Art.





WILKIE COLLINS'S "BLIND LOVE." A Complete Synopsis of all provious Chapters of this great Romance, which has been running

IN THE SUNDAY WORLD

has been prepared by GEORGE CARY EGGLE-STON for To-Morrow, and will give all an op-portunity to begin and follow to the close the Last and Greatest Work of the deceased novelist.

PRICE ONE CENT.

fored in being hurled from his cals. He lay on

the ground by the track, his head resting on a

pillow from one of the sleepers, and a bolster

was under his back.

He says that he did not see the signal of the

rear brakeman of the first section, if he ever

The rear brakeman could not be found. The

rules direct that he should run back at least soon yards at such a time, and only he can

tell whether he performed that duty or not.

THE WRECK CATCRES PIBE. To add to the horror of the scene, at a little

after 7 o'clock the wreck caught fire and was

ALL THE THACKS PLOCKED.

debris from the wreck and the huddled pas-senger, and the burning wreck lighted up a

soon blazing high in the inky air and burning

All four tracks were completely blocked by the

PRICE ONE CENT.

NEW YORK, SATURDAY, SEPTEMBER 28, 1889.

for the World's Fair.

Owners Near Morningside Park.

Mayor Grant's Letters.

State Engineer John Bogart is a herald of

glad tidings to the people of this city.
In his capacity as Chairman of the Sub-Committee of the Committee on Site and Buildings and Fourth street.

for the World's Fair of 1892, he announces Margaret Bauer. that it is more than probable that no portion of Central Park will have to be used for Exposition purposes.

This sub-committee has under consideration the particular location of the several buildings, and the area required for each. It also has to ascertain how much land can be

obtained and on what terms.

Mr. Bogart says that the progress of the Committee's work warrants him in expressing the belief that enough land can be secured from private owners without encroaching on the bank of the control of the

belief that enough laind can be seenred from mittate owners without encroaching on the Park.

Following upon Mr. Bogart's announcement, a gentleman representing an estate of clauteen to mear the Leske & Watt's Orphan Asylum on the platean above Morningside Park, called at the headquarters of the Committee on Site this morning and offered the use of those lots at the Committee own terms.

Speaking for another gentlemen representing eighteen other lots in the same neighborhood, he said that they, too, could be had as cheaply.

One of the small lot-owners whose property is included in the location named by the Committee urges that a public appeal be made to the owners of land to be taken for the site to come forward and offer their property for the Fair.

He says many of them are holding back for fear of ridicule at the comparison of their remail offerings with the immense area which will be required for the Exposition. If some of the wealthy holders would take the initiative he says that the small lot-owners will follow.

Anyor Wanices, of Muskegon, Mich., announces that he two will your request.

Anyor Wanices, of Muskegon, Mich., announces that he taves Chicago.

In some and this wife and three childers, the olders a girl by the name of Carrie, moved into the claim of the middle of them the claim to room in the rear of a little candy show. This carned for them the end of the candy show. This carned for them the end of the store, on the store, on the store, or throw them at the gral long upon their customers as they entered the store, or throw them at the gral long upon their customers as they entered the store, or throw them at the gral long upon their customers and things from the store, or throw them at the store, or throw them at the gral long upon their customers and this property is an enter gral long the store, or throw them at the store, or throw them at the gral long upon their customers and things from the testore, or throw them at the gral long upon their customers and this property is an enter gral l

"I presume your letter was forwarded to me by mi take, as you are mare that Chicago is a caring to bold an exposition herself at that time. You will therefore perceive that I am not at there to comply with your request."

Anyor weakes, of Muskegon, Mich., annour ces that he favors Chicago.

Mayor Alfred A. Thompson, of Baleigh, N. C., asked for an extression regarding the location of the lair through the daily press, and every top y except one, he states, favored New York City.

estdent Benicke, of the village of Oncida, a sends a favorable reply and appoints a esentative to co-operate with the local com-

tices, until States Consul James Murray, at St. united States Consul James Murray, at St. dim, N. B., forwards to Mayor Grant a copy corcular which has been sent out to consuls roughout the world by the Chicago people, that forth the advantages of the interior city diasking co-operation in securing foreign into nee in its behalf as against New York.

onsol Murray writes that he is in favor of pw York.

New York.
Congressman William C. Wallace, of Brookjo, wrice that he will do all in his power to
crore the Fair to New York.

-aune & Marcus, the Union Square jewellers,
the morning subscribed \$5,000 to the Fair
parantee Fund. arantee Fend, corge W. Penwarden suggests that the build-should be grouped to cover as little ground

the Breeklyn Real Estate Exchange has in-orized the action of the Committee in selecting

SINEWS FOR O'BRIEN'S CAMPAIGN.

Friends of the Eighth's Boss Will Chip in for This Picnic. John J. O'Brien has planned a lively campaign

for the Eighth Assembly District, and his boys think the boodle will be just as easy to get as of vore despite the reluctance of the Union Laguers to appropriate any more money for their use.

The cannaign will open and a goodly portion of the boodle be raised on Monday, Oct. 7, when the John J. O'Brien Association will have a grand chowder at Donneily's Boulevard Hotel. College Point, L. L.

Tickets are selling at \$5 each, and are being purchased by hundreds who do not propose to partake of the Association's hospitality, but are merely contributing to Johnny O'Brien's cannaign fund, which will be expended in a vigorous effort to drop the Republican State ticket outside the breastworks.

SOLDIERS AFTER THE RIOTERS.

A Serious Race Trouble Over the Killing of an Alabama Negress.

ISPECIAL TO THE EVENING WORLD BIRMINOUAM, Ala., Sept. 28,-The volunteer military company from this city, with a force of citizens armed with repeating rifles, has gone the scene of the reported race troubles at Train Mines.

Telegraphic communication has not yet been reopened and no report of the outcome of the affair has been received. News is anxiously awarted.

The trouble is said to have originated over the killing by Deputy Sheriff Maxwell of a negro-woman who came to his house and insulted his

It was reported that armed negroes to the number of 300 were sacking the town. White women and children have fled to this city for safety while the men stay to fight. Blaine, flarrisen and Blocks of Five. The Tribuns notes to-day that President Harison's present to Mr. Bigine's son Emmons at

his recent marriage was conspicuous by its abce. The explanation of this is said by some or caused by the "Block of Five Puzzle; or, it els Iu and How Can Harrison Get Him?" which was sent to the President just better wedding, and which has foccupied his explanation.

No More Sick Headache if You Use

Good Tidings from the Site Committee Dastardly Attempt to Set Fire to a Sirike Ordered On the Union Trust Com-

Liberal Offers of Land from Lot- Mats Saturated With Kerosene They Won't Handle Material Fur-Piled Against a Door.

Crowded Tenement.

Mayor Cregler, of Chicago, Gets, One of A German Widow Arrested on Suspi- Result of a Quarrel That Has Lasted cion of Being the Incendiary.

> A fiend in human shape made a wicked attempt in the early morning hours to fire the four-story tenement, 335 East One Hundred

Margaret Bauer, a German widow, who lives on the third floor and who was about to be put buildi out, was arrested this morning on suspicion of & Co. having started the fire. Revenge is supposed to have been her motive.

Eight families, mostly Germans, with many children, live in the tenement. A month or two ago the owner, Joseph Weiler, of Seventy-sixth whom the union men have been at odds during street and Third avenue, put Adam Backeey in charge as janitor. The Backeey family, consisting of the man and his wife and three children, the oldest a girl by the name of Carrie,

hall.

She cried out in affright and her husband was up is a moment.

The hall was full of smoke, and at the door leading to the lanitor's little store a fire was burning brichity.

Two mats had been piled against it saturated through and through with kerosene oil and set on fire. The paper and the half-burned match used by the incendiary lay alongide. The door-jamb had caught fire.

Hackey gave the alarm, and the tenants, one and all, except Mrs. Bauer, whom no one saw, rushed downstairs.

There was fright and confusion, for the crying children were not easily marshalled in a hurry.

The promptness of the janitor, who with the aid of the men tenants flooded the hallway with water, warded off the threatening danger.

The police were called in. Officer Demody with a fellow-policeman investigated the case thoroughly, heard the testimony of the Rackeevs and of Mrs. Dod achi's little boy, and traced the steps of the incaediary up two flights of stairs by matches she had dropped on her way.

At 6,30 o'clock this morning he knocked on Mrs. Bauer's door. She was up and opened it promptly. As soon as she saw the officer, she said without asking what he wanted:

"All right, I will go with you."

THE STRIKERS FIRED UPON.

ROTTERDAM'S LABOR DISTURBANCE GET-TING UP TO A SERIOUS PITCH.

INV CARLE TO THE PRESS NEWS ASSOCIATION ! ROTTERDAM, Sept. 28.-After being dispersed esterday afternoon by the police a large body of riotous strikers again gathered last evening and began tearing up the street both for the purpose of making a barricade and of securing

A detachment of armed police was hastily summoned and charged with fixed bayonets upon the rioters. They also fired several shots, and a number of strikers were wounded.

Temporary order was effected by this prompt action of the police, but it has helped to create a more desperate feeling among the strikers.

FATALLY BURNED HIS BABY SISTER. Three-Year-Old Clarence Siler's Fatal Ma nin for Playing with Fire.

INFECTAL TO THE EVENING WOLLD.] INDIANAPOLIS, Sept. 27,-Clarence Siler. three years old, is his baby sister's murderer. He lighted a match, set fire to the baby's clotheand took apparent delight in watching the writhings of the little one as the flames did their The baby was fatally burned before help ar-

Ever time he could walk, according to his mother's statement, Clarence has exhibited an mother's statement, Clarence has exhibited an uncontrollable desire to do mischief with fire. He has repeatedly set fire to curtains and other articles about the house, and has also amilied matches to the clothing of children who came to play with him.

The mother is loath to give him up, and as he is under the age covered by the crimical law, the anthorities are at a loss what to do in the

onse.

Mrs. Siler was lately described by her husband, who left her with four children on her hands.

Innocent, but Ten Years a Convict.

(special to the evening world.)
PITTSBURG, Pa., Sept. 28.—Siles Gray, ten years in the Penitentiary here for murder, is now believed to be innocent. A witness at his trial has confessed to perjury.

WON'T NEED THE PARK. THE ARSON FIEND. 140 MEN STOP WORK

pany's New Enilding.

nished By Peck, Martin & Co.

Two Years.

Work on the new twelve-story granite-front building of the Union Trust Company, in Broadway, near Wall street, is at a standstill co-day because of the strike of 140 union mechanics, who refuse to handle the boycotted building material supplied by Peck, Martin,

The strike was ordered by the Board of Walking Delegates of the Building Trades. and is the first of a series determined upon by

the past two years. One of the delegates said to-day that the strike was not directed against the contractor. David H. King, jr., with whom the Union men have always been on friendly terms; nor is it an offensive attack on Peck, Martin and Co., but it

offensive attack on Peck, Martin and Co., but it is directed against the latter because of their persistent efforts to break up the unions and their alleged prosecution and persecution of union delegates and union workmen.

The union men will not go to work on the Union Trust Company's building until Mr. King stop- taking material from Peck, Martin & Co., or the latter quit their warfare and employ only union hatels.

The Board of Delegates, backed by the Building Trades Section and the Central Labor Union, have determined to order strikes, it is said, on the new buildings at Worth and Centre streets, Baxter and Leonard streets, Eightyfifth street and Ninth avenue, Madison Square Garden and Madison avenue and Forty-fifth street, where Feck, Martin & Co. are furnishing brick and other materials.

Members of the Board of Delegates remain at the Union Trust Company's building, ready to confer with Mr. King, but they assert that they will not yield nor componise until Peck, Martin & Co. give up their warfare on the unions.

Mr. King is classed as an employer of union mechanics, and it is expected that he will bring some pressure to bear to effect an amicable settlement of the delegates showed an Evening Quickly settled.

One of the delegates showed an Evening

building will seriously retard the work unless quickly settled.

One of the delegates showed an Evening Women of the delegates showed an Evening Women reporter two affidavits from union men, which set forth that they had been threatened by non-union employees with being thrown into the river, and had been connelled to stop work, while laboring at the root of One Hundred and Thirty-seventh street.

The striking workmen do not congregate about the building, and not the slightest demonstration is made against the few non-union laborers who are at work.

Peck, Martin & Co. continue to deliver brick at the New street front of the building, and the roadway is pretty well obstructed because the material is not removed.

REV. M'CARTHY'S SPOOK FOE.

LIBEL ALLEGED IN A DESPATCH FROM A GHOST TO THE "CELESTIAL CITY."

ney, Charles P. McCarthy, a Spiritualist, has egun a suit in the Supreme Court against William J. Innis, editor and proprietor of the Celes iat City, to recover \$10,000 damages for alleged libel.

The action is the outcome of a visit brought in the Superior Court by Frederick Boschnoel against Mrs. Minnie E. Williams, the medium, to recover \$500 that he loaned her, under the appearion, he says, that she owned the house

she lived in.

Mr. Bosolineck considered that he had been swindled and, on the advice of Mr. McCarthy, commenced the action.

This naturally caused the medium to "boil within, and later on she "boiled" outwardly, comparing Mr. McCarthy to a screen that had turned upon her and stung her to show his gratuide.

The Celestiat City indorsed all Mrs. Williams's stories and branded Mr. McCarthy as a black-

stories and branded Mr. McCarthy as a blackmailer.

To make matters worse, the spook organ pubished a 'pecial de-patch to the Celestial City,
presumably by special spirit cable—night presarates—collect) seut in care of the editor by the
spirit of Mr. McCarthy's mother-in-law, Mrs.
Guiness, and addressed to her daughter, Mrs.
Guiness, and addressed to her daughter, Mrs.
Gecelia McCarthy, warning her about her husband's acts. Editor Innis says the despatch
came by 'occult telegraph.

Mr. Innis is wealthy, and resides at Oil City,
Pa. He comes here occasionally to look after
his paper, and while in his office at 184 William
street yesterday was served with the summons
and complaint.

HERE'S MONOPOLISTIC GALL,

The Standard Oil Company Wants Long Island City's Water Front.

The Standard Oil Company has extended its monopolistic arms in the direction of Long | passengers state, the hind brakeman of the first Island City's water front. They have made up. | section " ran back like a shot," plication to the Commissioners of the Land Office for a grant in perpetuity of lands under

water on the East River front of the lands now owned by them.

The land asked for contains 359,750 square feet in the First Ward, covering the whole water front from Eighth street to Mott avenue, and extending into the East River at Eighth street 403 feet, and at Mott avenue 320 feet, to be used for dockage purposes.

Corporation Counsel Clark has filed a remonstrance, which, with the application, were referred to Attorney-General Tabor and State Engineer Bogart.

Pacific Railway, who was one of the passengers, it was not over five or six minutes before the crash came.

Horth, the engineer of Section No. 2, says he made every effort to stop by applying the airbrake, but said it did not seem to work, and nothing was left for him to do but to brace for the crash.

Born the East River front of the lands now of the passengers, it was not over five or six minutes before the crash came.

Horth, the engineer of Section No. 2, says he made every effort to stop by applying the airbrake, but said it did not seem to work, and nothing was left for him to do but to brace for the crash came.

Born the East River at Eighth street to Mott avenue and extending into the East River at Eighth street to Mott avenue and extending into the East River at Eighth street to Mott avenue and extending into the East River at Eighth street to Mott avenue and extending into the East River at Eighth street to Mott avenue and the extending was left for him to do but to brace for the extended to be a supplying the sir-brake, but said it did not seem to work, and nothing was left for him to do but to brace for the extended to be a supplying the sir-brake, but said it did not seem to work, and nothing was left for him to do but to brace for the extended to be a supplying the sir-brake, but said it did not seem to work and nothing was left for him to do but to brace for the extended to be a supplying the sir-brake, but said it did not seem to work a supplying the sir-brake and the extended to be a supplying the sir-brake and the extended to be a su

Paris Piano Shades. We have just received from our store in Paris some of those I aposition Piano SHADES, new in New York, for our opening at 1.201 Broadway, 25 Warren street, ROCHESTER LAMP COMPANY

O'CLOCK.

Awful Collision in the Darkness on the New York Central Railroad.

The Two Sections of the St. Louis Express Telescoped Near Palatine Bridge.

Passengers in Wagner Sleepers Killed and Buried in the Ruins.

Five Killed and a Dozen Injured According to the Latest

[SPECIAL TO THE EVENING WOLLD CANAJOHARIE, N. Y., Sept. 28. - The Palatine

Accounts.

A wrecking corps is at work among the debris, and physicians are on hand to care for the wounded.

At the time of writing it is known that five are killed and a dozen injured. This is stated by the railroad officials to be the extent of the mortality and injury, but it is believed that a much greater number are killed. The list of dead and wounded, so far as they are at present gathered and identified, is as

THE DEAD.

M. H. MANNING, of Marquette, Mich., taken from the wreck alive, but died soon after. CHARLES FRANKLIN, said to be colored porter of the private car of President M. E. Ingalls, of the C., C., C. and St. L. R. R. SADIE BOYD, maid to Mrs. Manning, of

Marquette, Mich. CHARLES W. WEED, livery-stable keeper, of Newburg.
UNKNOWN MAN, about forty years of age.

THE NAMED. MRS. INGALLS, wife of the President of the

C., C., C. and St. L. ER. WILLIAM McELEOY, 424 East Fifty-third MARY TATE, Fredonia, N. Y.

R. A. FOWLER, 424 East Fifty-third street. H. J. LEWIS, of the Cotton Exchange. WILLIAM HORTH, engineer of the second sectino's engine, both legs broken. E. WILLCOX, baggageman. of Syracuse.

badly hurt on the head.

MRS, JULIA MANNING, wife of M. H. Manning, of Marquette, Mich., badly injured internally and externally. H. H. ADAMS, County Treasurer of Kings

County, lives at 1475 Herkimer street, Brooklyn, cut and bruised. T. S. FARMLEY, of Brooklyn, cut and

PETER SNITER, of Brooklyn, cut and bruised.

The first section of the St. Louis express left

Fonds at 11, 20, ten minutes late. The sections generally run ten minutes apart, which latter order, from best authenticated information obtainable, seems to have been disregarded. When the first section, Charles Averill, con-

ductor, reached a point near the Cretzer farm, opposite the Brandywine rift in the Mohawk Hiver, the engineer noticed a giving out of the steam chest of his engine. He immediately stopped, and, as several

According to President Ledger, of the Union Pacific Railway, who was one of the passengers,

landed in such a manner as to seriously break both of his legs and otherwise injure him. His fireman, John Slater, went up about

was immediately in the rear, and which struck with such tremendous force that it was telescoped with the rear part of the engine. THROWN OUT ON HIS HEAD.

Baggageman Wilcox, of Syracuse, was thrown into one of the cars and quite seriously hurt about the head. He was the first to come to the rescue of the unfortunate fireman on top of the car, and the latter, though badly shocked, was

iot more seriously injure I.

In the private car of President Ledger, of the was drawing the second section, and was running thirty miles an hour when he could be provided the provided Resident was running thirty miles an hour when he crashed into the rear of the first section. Ledger, Ashley Pond, General Manager and Henry Russell, of the Southern Pacific Railroad; also the latter's daughter and a Mrs. Williams, of Detroit, Mich., a guest of Mr.

In President Ingall's car, the Kankakee, were his family, N. E. Johnson, his private secre. The first section was made up of Engine No. tary, of Cincinnati, and Charles Franklin, a | 714, a buggage, mail and express car, three

ATTLEFALLS

ERIECANA

of the road and gone back with a signal lan tern to warn any approaching train.

"I was down on the ground examining my machine," says Engineer Weeks. "She had something the matter with her steam chest. While I was there and it doesn't seem as though it was more than a minute—there was a crash, a shrick and a shock at the rear of my train."

Engine No. 083, driven by Wilham Herth, was drawing the second section, and he

The private coach Kankakee, on the first section, telescoped the Wagner car ahead of it

to half its length, and the crash broke the lamps and windows of the other coaches.

stock of the road, and the engine was a new one

and one of the heaviest and most powerful. It

BIG HOLE IN THE KANKAKEE.

was a nole it the Kankakee big enough to put a

partly telescoped over the tender of the engine,

gineer Horth's head and hurling the engineer

THE FIREMAN LEAVED.
Fireman Henry Anderson leaped from his side

PASSENGERS PANIC-STRICKEN.

DARRYESS ADDED TO THE HORBOR.

dent, and each was filled with terror both for

hands were leading the white-faced, panic-

women and crying children from the Wagne.

LIGHT ON THE SCENE.

The air was cutting with cold, and there was

not a surgeon or physician on either train. Mes-

T. H. Coleman, of Hornellsville, a passenger,

In five minutes after the accident the meat

express came tearing along on the fourth track

at the rate of thirry miles an hour. It was

signalled and stopped just in time to prevent

STERP PRECIPICE NEAR BY.

There would have been no escape, for the

On the one side of the tracks is a steep precipice, and fifty feet below flows the

The second Atlantic express, due in New York

sent to the station to stop it arrived just as the

ENGINEER HORTH HURT.

Engineer Horth, of No. 683, was badly in-

7,30 in the morning, was due at Palatine

sengers were despatched to Palatine Bridge.

and splintered wood all about them.

himself and his companions.

stricken passengers out of the cars.

drawing the St. Louis.

boiler in.

to the ground.

or its passengers.

stricken.

dismay and confusion.

from the passengers.

alcepers,

possible.

banament.

the first time apparent.

weird scene. **GJOHNSTOWN** CENTRAL RR MATERIAN

SCHENECTADY MAP SHOWING L. CATION OF COLLESION.

FULTONVILLE

coaches packed with people, one Wagner sleeper Company, and two private coaches. A PORTER KILLED. Engine 083, of the second section, draw eight The latter was instantly killed. All the others vestibuled sleeping-cars, the heaviest rolling-

corter, who was formerly with the Pullman

CANAJOHARIE

RUINS OF THE KANKAKEE. The Kankakee, being next to the big Southern

Pacific car, was shoved with great force through the Wagner sleeper ahead, which was packed The two telescoped, causing a terrible crash

and knocking out lights and splintering both The persons in the upper berths escaped with slight injuries, several crawling out of holes in the top of the cars.

ONLY JUST MARRIED.

The saddest and most terrible part of the ac-cident befull William H. Manning and his party. Mr. Manning resided at Marquittle, Mich. and a few weeks ago came East to West Point, where he married Miss Julia Davis, a wealthy

and beautiful your it lady. KILLED ON HIS HONEYMOON.

They had passed a few weeks of their honeynoon in the East and vester-lay started for their new home, where an elegant house awaited

They were accompanied by Sadie Boyd, a maid servant, and George W. Allen, a man servant.

They were badly broken up. Mr. Manning was injured internally. He was removed to the Hotel Wagner and died

oon afterwards.

MRS. MANNING INJURED. His wife's head was injured and she was otherwise hurt, but not farally. THE MAID KILLED.

Sadie never spoke after the crash, and her remains were dug out and laid by the side of the track and tenderly covered. The man servant escaped injury in his upper

berth. In upper berth No. 7 was Charles W. Weed, a liveryman at Newburg, who was on his way to Michigan to buy horses. ME. WEED'S BODY FOUND

After the crash he was found evidently asleep, his head bent upward. He was dead. His name was learned by several railroad passes which he carried in his pobketbook.

disaster, which occurred at about midnight two miles east of Palatine Bridge, on the main line of the New York Central Railroad, is received here to-day. The St. Louis Express No. 5, which leaves New York at it o'clock and passes Albany at 10

ALDANY, Sept 28,-News of a most thrilling

P. M., was the victim, its second section crashing into the first section while the latter was standing, disabled, on the track, and the former, drawn by one of the heaviest and most powerful locomotives on the road, was rattling along at a speed of thirty miles an hour. The St. Louis express is the most popular and

largely patronized train on the road, for it takes its passenger across the entire length of the State in the darkness of night, landing its crashing into the crowd of passengers and him after a night's retreshing sleep in Buffalo the debris of the wrecked car. in time for breakfast. So popular was this train that two sections

were made necessary, the second section follow- scene of the disaster is a perfect trap. ing the first a half hour behind. The engine of the first section broke down two nothing was left for him to do but to brace for | miles east of Palatine Bridge, and the train came | Mohawk, while on the other side is a high emto a standstill.

THE PASSENDERS SLEPT. Nearly all of the passengers were asleep both at in the sleepers and in the three common coaches Bridge a little after midnight, and a flagman in the middle of the train.

Conductor Abel despatched a flagman to train was pulling out, twenty feet in the air and landed on top of the | Palatine Bridge for aid, and the rear brakeman Boston and Albany Railroad baggage car, which is supposed to have obeyed the running rules

ENGINEER WEERS'S STATEMENT.

CRASH INTO ITS PEAR.

TELESCOPED THE CARS.

PASSENGERS SUFFERING. The women, who composed fully half the number of passengers on each train, huddle in little groups, shivering with cold and wringing their hands with fear, while the men, more than half distracted, ran bither and thither and assisted all they could in removing the passengers from the anhaumed coaches and tearing away the wreckage from the telescoped cars. MANY PASSENGERS FROM NEW YORK. A majority of the passengers on the St. Louis express are from New York. though a large number join the train at Albany from Bost n and intermediate points. At Buffalo the train takes the Lake Shore and Michigan Southern route for Chicago, its passengers for the Southwest branching off at Cleveland. The train is second in importance to the

made one.

rapidly.

limited express, only. The train was vestibuled as soon as that style of cars was adopted by the Company. It is plain that the three heavy Wagner sleep-

ers in the rear of the telescoped train saved the whole train from total wreck. They sustained the shock admirably and saved from destruction the three common coaches ahead of them, filled to suffocation

with men, women and children. NEAR SENATOR WAGNER'S HOME.

The scene of the accident is within sight of the old home of Senator Wagner, the founder of the sleeping car company, who lost his life in the last bad accident on the Central Hudson was built specially for the always heavy work of Railroad.

William Horth's engine, which drew the second section, weighs sixty tons. That section is supposed to maintain a distance of Engineer Horth withdrew his train from the first section as quickly as possible, but there at least ten minutes between it and the first section, and accounts differ as to the ength of time the first section was standing The express car of the second section was still before it was crashed into.

its top carrying away the cab from over Enthem think it was more than five minutes, while many say that the stopping of the first section and the crash were almost simultaneous. AT THE GRAND CENTRAL DEPOT. of the cab and escaped without injury, and

A few passengers were awake, and none of

there was no other damage to the second section Relatives of Passengers on the Ill-Fated Express Besieging the Officials. But on the first section there was the wildes

As soon as the news of the disaster reached this city this morning the Grand Central Depot became thronged with friends and relatives of Awakened from the sound sleep of midnight by the terrific crash the passengers were panicthe passengers who were known to have left on the ill-fated train.

The officials were plied with questions as to the extent of the disaster and the names of the Added to the shock they found themselves in utter darkness, for the lights had been put out killed or wounded. Up to 9 o'clock this morning they had received and the lamps and windows were shattered and

word that five bodies had been taken from the wreck, only one of which, they said, had been identified.

He was M. H. Manning, of Marquette, Mich., who was rescued while yet alive, but died soon broken, and there was the rattle of broken glass The air was filled with heartrending shricks who was rescued while yet alive, but died soon after.

News then came that another mangled body had been recognized as that of the colored porter of the private car belonging to President M.

E. Ingalls, of the Cleveland, Cincinnati, Chi-Not one of them knew the extent of the acci-

E. Ingalls, of the Cleveland, Cincinnati, Chicago and St. Louis Railroad.

The list of injured sent to the officials, which at poon included four persons, did not state how hadly they were hurt, but it was said that none were very serious.

It was officially announced that among the injured were Mr. H. I. Lewis, the well-known lumber merchant, who has an office in the Cotton Exchange, and revides on Fort Green place in Brooklyn.

It was stated that Mrs. Ingalls, who accompanied her husband in the private car, received eight injuries and was suffering from shock.

Mr. Robert A. Fowler, the East Fifty-third street lumber merchant was also said to be injured. But Conductor Abel never lost his presence of mind, and in a twinkling steady, willing Axes and saws were produced, and passengers

went to work to cut away the sides of the telescoped cars, while others removed the fainting A bonfire was quickly built beside the track, and then the extent of the disaster became for

jured.

The others injured, according to the officials, are Mary Tate, of Fredonia, N. Y., and William, McElroy, of 424 East Fifty-second street.

The private car of H. D. Ledger, President of the Michigan Central, was attached to the first section, but none of its occupants were reported injured. injured BLAMING THE ENGINEER.

Assistant Superintendent Fife, who received all the persons making inquiries for friends or relatives, and who gave out the news to the reporters, intimated that Engineer Weeks and Conductor Abel, of the first section, were to blame for the accident. was the first physician to arrive. He secured the assistance of a policeman and with his guidance he had soon routed out every medical man in the town and hurried him off to the scene of the disaster, and Fonda and Little THE OFFICIAL ACCOUNT. Falls were notified by telegraph of the accident An official despatch received by the Assistant inperintendent stated that the accident ocand asked to send on surgeons as quickly as

An official despatch received by the Assistants superintendent stated that the accident occurred in this way:

The engine of the first section blew out its cylinder head about two miles east of Palatine Bridge. Engineer Weeks did not stop his train, but proceeded under slow headway to Palatine Bridge, where there was a switch.

Finally the engine stopped altorether. In the mean time the second section, which left the Grand Central Depot only ten minutes behind the first section, was rapidly gaining.

When the first section stopped the rear brakeman was sent back to flag the approaching train, but it was too late, and the brakeman could not get there in time.

MR. ENGLAND'S CLOSE CALL.

MR. ENGLAND'S CLOSE CALL. A despatch was received at President Euge land's office in Nassau street this morning as follows, dated Syracuse: Oliows, dated Syracuse:

Was on the wrecked St Lonie express. Care telescoped. Three people killed, seen injured, so far as anomal, I escaped death by a miracle. Amount a little W. H. Rwidanb.

Mme. Valda Writes of Striking Incidents in Her Operatic Career for the SUADAY

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THE IRRESISTIBLE TENORS.



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